

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: joseph veras <jveras@wwisp.com>
Subject: 2-C Preselector control
Message-ID: <3184EDDC.EC1@wwisp.com>

Anybody have any hints on dealing with a slipping preselector control on a Drake 2-C?

TIA & 73
Joe Veras, N4QB

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: don merz <71333.144@CompuServe.COM>
Subject: 6BE6 and SP-600 Troubles
Message-ID: <960429150629_71333.144_DHB69-4@CompuServe.COM>

Jim Dillon mentions the 6BE6 troubles in the SP-600/SX-73 sets and I heartily second the motion--that's a very trouble-prone tube and the most-replaced tube in my shack. I always buy NOS ones when I see them because I KNOW I will need them.

Also, in terms of known radio service problems, I assume the SP-600 black beauty capacitors would be at the top of the list of predicatable failures. Agreed?

Thanks.
Don, N3RHT
71333.144@compuserve.com

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: 6CA7/EL34
Message-ID: <199604292054.PAA18922@dlep1.itg.ti.com>

Greetings,

The Apache I picked up last weekend at Belton came without the 6CA7/EL34 modulator tubes. I see that AES sells these at prices from \$6.95 for Chinese, \$12 for Japanese, \$12.50 for Tesla, \$14 for German, \$25.30 for US and \$36.90 for European tubes. This represents quite a disparity in prices.

Anyone know what the relative merits for the different manufacturers are? What are swapfest prices for the 6CA7?

Regards,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com
Views expressed herein are no one's fault but mine.

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: Bill Strangfeld <bstrang@iac.net>
Subject: Athens hamfest
Message-ID: <Pine.SUN.3.91.960429081313.26981B-100000@wabash.iac.net>

The Athens Ohio hamfest is a small friendly meet that
sometimes produces very good deals or unusual items.
It's a nice curtain-raiser for Dayton, too.
Some things I saw on Sunday:

\$2 BC-221F, unmodified, with calibration book
\$350 Drake C line, 18k/21k serials, spkr, pwr sply,
no filters or extra crystals, cases were repainted
\$140 Drake R-4A/T-4X, spkr, pwr sply, 10 extra crystals, clean
\$40 S20R
\$85 Two Zenith Transoceanics, \$85 each
\$50 NC125, rusty chassis
\$150 Viking II with 122 VF0, average
\$275 SP-600-JX-14 with CV 591A SSB adapter, both excellent
? Vibroplex Blue Racer
\$0.50 600 ohm military speaker

Also found (at last) four glass jars of ceramic beads used to
insulate command set antenna wires.

73
Bill Strangfeld
bstrang@iac.net

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: jmartin@hrlban1.aircrew.asu.edu
Subject: B&K 1000
Message-ID: <vines.SA39+XoHV1a@hrlban10.alhra.af.mil>

My apologies for the bandwidth...

I mistakenly deleted a message I received earlier re: my search for documentation on a B&K (Dynascan) 1000 flying spot scanner. If the person who sent the msg would kindly retransmit it to me, I'll be most grateful (and more careful next time). Thanks.

73, John Martin

jmartin@hrlban1.aircrew.asu.edu

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996

From: jmartin@hrlban1.aircrew.asu.edu

Subject: B&K 1000 schematic needed

Message-ID: <vines.SA39+jGCVla@hrlban10.alhra.af.mil>

BA'ites,

I picked up a B&K (Dynascan) model 1000 'video generator' (actually a flying spot scanner), all vacuum tubes on a copper chassis, and need a schematic for it. Can anyone help with a copy? Or, does anyone know if B&K still is in business (and their phone #)? TIA

73, John Martin

jmartin@hrlban1.aircrew.asu.edu

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996

From: JIM_ALLEN@HP-Cupertino-om5.om.hp.com

Subject: Re: BA's Never seen

Message-ID: <H000030e0310f221@MHS>

Item Subject: BA's Never seen

I have a Palco Bantam 65A. I also have the modulator unit. I've finally got a manual, so it might be on the air one of these days.

I also have a manual for the 2 meter Black Widow. It looks like they may have also ahd a 10 meter version.

Jim

----- Reply Separator -----

Subject: BA's Never seen

Author: Non-HP-boatanchors (boatanchors@theporch.com) at HP-ColSprings,shargw5

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996

From: rdkeys@csemail.cropsci.ncsu.edu

Subject: BA/GB NET minor changes..... FYI

Message-ID: <9604291510.AA117305@csemail.cropsci.ncsu.edu>

Well, although I missed a couple of nights lately, we have had some great rounds going on watch aboard the ol' Boatanchorite/Glowbuggite ``net'' on

the el colorbursto rocko frequency. It is nice to hear breadboards, Hartleys, arcus-fivus, rangers, heathykitities, and all other manner of erstwhile glowing in the dark rigs..... makes for some character in the airborne signals, in the wee small hours on the ether.....

I think that the 40 meter QRG is not working so well, and will propose a small change, as follows.....

QTR 0000/0100/0200 Z QRG 7050 KCS (note new QRG but same QTR)

QTR 0300/0400/0500/0600 Z QRG 3579.545 KCS (standard QTR/QRG)

So, if that is amenable with the crewe, let us try that for a while.

Remember, whomever be there on the hour, first, call ye the crewe bye the following, forthwith.....

CQ BA CQ BA DE yourcall yourcall/BA K

an, plys ye a fine watch aboard the ether.....

Remember, the ``net'' is really just an informal gathering, but sometimes, when a bunch are aboard for the watch, it is ``semi-formalized'' to help retain some form of optimal sense.... There be no need fer a formal net, amongst such folke as we be..... jus' de thought o' a stiff-collar an' tie puts a shivver in me timbers.....(:+{}}.....

73/ZUT DE NA4G/Bob UP

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: aculbert@pps1-po.phyp.uiowa.edu
Subject: BOATANCHOR SIGHTINGS
Message-ID: <199604291310.IAA08740@ns-mx.uiowa.edu>

I attended the hamfest at Des Moines, IA on Saturday and was amazed at the number of BA type equipment that was there. Items noted and priced were:

2 HQ-100's in poor condition \$40 Sold
SX-71 in fair condx \$60 Sold
SX-71 w/ manual in good condition \$100 unsold when I left
B&W 5100 in EXCELLENT condition \$200 unsold when I left
Johnson 275 watt matchboxes one a \$50, one at \$75, both sold
Halli SX-101 in poor condition \$50 Sold
SP-600 JX in VERY good condition w/o cabinet \$200 Sold

SB-220 very nice \$300 Sold

HT-40 \$35 Sold

HG-10B \$35 Sold

BC-453 \$20 Sold

Halli S-108 \$40

HW-16 / HG-10B combo \$100

SB-401 \$40

Two SB-101s w/ speakers and power supplies "needing work" \$100 for both!

TR-4C w/ MS-4 / AC-4 \$200

TR-4 w/ AC-4 "bad t/r relay" \$50 Sold

HW-101 w/ power supply \$130

SB-614 monitor scope \$30

Heath AM-1 antenna impedance meter \$5

NC-98 in nice condx \$25 Sold

Heath SA-2040 antenna tuner \$75

HW-12 & HW-22 w/ power supply \$50

SX-100 very nice \$150 Sold

A nice sunny day in addition!

73 es good hunting

Al, K0AL

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996

From: Michael Crestohl <mc@shore.net>

Subject: Cache of WW-II electronic stuff found in Calgary store.....

Message-ID: <199604290909.FAA01957@northshore.shore.net>

Gang:

I found this in rec.radio.amateur.equipment. Perhaps there's some good stuff here - who knows?

.....

We are a retail hardware store that has dealt in government surplus equipment over the years. Recently, we have discovered hidden away a number of pieces of equipment dating from the war years and early 1950's a number of items of old radio and electronic equipment. Some of it came from the airforce and has RCAF markings. We are not all that familiar with this stuff but am told by local ham radio buffs that some of it is of interest. If you are interested in this type of old equipment I would be happy to e-mail you the list (with prices) on an excel spreadsheet. Our e-mail address is Ribtor@cadvision.com, or our mailing address is Ribtor, 318 11 Avenue S.E., Calgary, Alberta, Canada, T2V 2M7. My name is Joel Lipkind, have a nice day.

.....

I remember as a young lad scrounging in army surplus stores up in the "Great White North" for stuff, finding lots of Royal Canadian Air Force distinctive grey-blue boxes along with the Gawdawful 19 sets all over the place. I thought all the WW-II stuff had long been gotten rid of but apparently not. Might be worth someone's while to check this out. We have one or two subscribers in Calgary, don't we?

73,

Michael Crestohl, KH6KD/W1 (also VE2XZ)

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: dma@IslandNet.com (Jan Skirrow)
Subject: Cache of WW-II electronic stuff found in Calgary store.....
Message-ID: <m0uE2BU-000VzYC@comm.amtsgi.bc.ca>

>Gang:

>

>I found this in rec.radio.amateur.equipment. Perhaps there's some
>good stuff here - who knows?

>

>.....

>

>We are a retail hardware store that has dealt in government surplus
>equipment over the years. Recently, we have discovered hidden away a
>number of pieces of equipment dating from the war years and early 1950's
>a number of items of old radio and electronic equipment. Some of it
>came from the airforce and has RCAF markings. We are not all that
>familiar with this stuff but am told by local ham radio buffs that some
>of it is of interest. If you are interested in this type of old
>equipment I would be happy to e-mail you the list (with prices) on an
>excel spreadsheet. Our e-mail address is Ribtor@cadvision.com, or our
>mailing address is Ribtor, 318 11 Avenue S.E., Calgary, Alberta, Canada,
>T2V 2M7. My name is Joel Lipkind, have a nice day.

I e-mailed a request for info. The response was a Microsoft Excel file. I'm not up to speed on esoteric WWII stuff, and it's really hard for me to know what this equipment is. The prices seem high - unless we've got a load of hen's teeth here. No indication of condition. If you're interested in a bunch of Lancaster bomber electrical panels though, he's got 'em.

If anyone is interested, and can't handle Excel files, let me know and I'll e-mail a plain text version.

Jan Skirrow, VE7DJX
dma@islandnet.com

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: Ken_Warren@bsd.beavton.k12.or.us (Ken Warren)
Subject: CV-1693/GRC-129
Message-ID: <1278472.ensmtp@bsd.beavton.k12.or.us>

What you have there is the 1 Mhz step osc for the R-1247/GRC-129.
The R-1247/GRC129 is an R-390-A modified for frequency stabilized operation.
The modification allowed for substituting frequency synthesized signals for the internally generated local oscillators in the receiver including the VFO. This allowed the receiver to be set to any frequency between 500Khz and 32Mhz in 1Khz steps.

I,m not to sure about all of the synthesizer numbers without checking the manuals but I belive the 0-1202 is the main transmitter sythensizer which supplies all of the reference frequencys for the other synthesizers.

The GRC/129 is a hut mounted T-946 400 watt AM, CW,ISB,RTTY transmitter with 2 R-1247/GRC-129 receivers, a RTTY fsk converter, 3 receiver synthesizers (1 for Mhz selection,1 for hundred Khz, 1 for Khz), 1 ssb receiving converter, 2 antenna tuners, a watt meter and a TTY machine. The system was designed for multiplex RTTY and or ISB operation.

Ken Warren K7RPX

KEN-WARREN@BSD.BEAVTON.K12.OR.US

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Beaverton School District
beavton.k12.or.us

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: rdkeys@csemail.cropsci.ncsu.edu
Subject: Re: CW Notes With Character --- Sideswiper Style
Message-ID: <9604292045.AA118218@csemail.cropsci.ncsu.edu>

>
> CW Notes With Character
> by George F. Franklin, W0AV Kansas City, Missouri
>

> Back in the thirties, when I got started in ham radio,

A fine treatise it be, kudos to he wat wrote said tale....

> Of lesser popularity, but even more distinctive, was the style
> of an operator using a classic "side swiper" key. The dots and
> dashes were both made manually by horizontal movement of the
> blade to which the finger grips were attached. The resulting CW,
> though eminently copiable, has to be heard to be appreciated as
> it defies word description. Yes, there are still a very few
> OT's on the bands using sideswipers, but they are most certainly
> a vanishing breed.

Fer funzies sake, and in the style of Cason Mast/6SW, a fellow wat sparked much o' de ol' Hammus Radiious in me as a young squirt, and a fellow that could wiggle 'n wag de ol' Kootie Key finer than all the rest (IMHO), I did, this past weekend ago, puts together a sideswiper, in the fine oral ham tradition. It were made from a piece of brass spring stock culled from a dead heathkit key paddle that I found torn to pieces in the bottome of a dusty box, under a long-ago hamfest table, and a piece of a shelf bracket (1/16" aluminum stock 8 inch clip-in shelf support). Mounted it, me did, upon a fine piece o' 5 quarters decking, well seasoned and finely finished in hand-rubbed linseed oil (of the same stock as I commonly use in me breadboard rigs and wooden pumphandle keys).

Using such a fine piece o' history is a most interesting experience. The dits and dahs are made by continuously alternating between the right and left contacts. The contact travel distance and the motion of the wrist determines the set speed and spacing for the key. It DO take some gettin' used to, it do.....

Although, me fist on the sideswiper is mostly QLF and greatly egads, I will be most happy to sideswipe with anyone on the BA/GB net. So! Challenge ye I will to a duelling Kootie Key night, aboard the ol' BA/GB net. In fact, all this week, be it a challenge to get ye together a humble and honorable sideswiper an' plys ye the ether in the wee small hours.

As was said, so well, above,.....

``The resulting CW, though eminently copiable, has to be heard to be appreciated. Yes, there are still a very few OT's on the bands using sideswipers, but they are most certainly a vanishing breed.``

I have had the good fortune to work two fine hams who were running their sideswipers! Gutsy soundin' CW wid a trace o' ol' salt!

Computerese keyer types need apply elsewhere.....

73/ZUT DE NA4G/Bob UP

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: "William L. Fuqua III" <wlfuqu00@service1.uky.edu>
Subject: Dayton Hamvention and BA's
Message-ID: <199604292100.RAA28269@service1.cc.uky.edu>

Is someone compiling a list of folks from the list
that have Flea market spaces? I'll be at 2141

Also is there a list for Heath gear, I have some
later stuff and was wanting to meet others. Sorry,
I know this is a hollow state list but I do run across
some neat solid state Heathkit stuff sometimes.

73
Bill ko4ww

William L. Fuqua III P.E. E-mail WLFUQU00@POP.UKY.EDU Phone (606) 257-4155
Department of Physics and Astronomy CP-177 Chem. Phys. Bldg.
University of Kentucky , Lexington, Ky 40506-0055

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: Sandra L Knepper <slkst29+@pitt.edu>
Subject: Re: Dayton Hamvention and BA's
Message-ID: <Pine.3.89.9604291809.A17329-0100000@unixs2.cis.pitt.edu>

Several weeks ago I asked for your fleamarket space at Dayton. If you
will send me your name, call, and space number, I will place same in the
May issue of the monthly Collins Journal that will be mailed before Dayton.

Thanks you.

Dave, W3BJZ
Publisher of the monthly Collins Journal

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: Michael Crestohl <mc@shore.net>
Subject: FS: Two Zenith Trans-Oceanic Radios.....

Message-ID: <199604291923.PAA29393@northshore.shore.net>

Hello One and All:

Thought I'd put these here in advance to posting on r.r.s.

I have a pair of Zenith T.O. radios that I can't see myself getting to dealing with for quite some time.

1. Model 1600 (with the rectangular dial)
2. Model 8G005TZ1 (with the square dial)

Both these units are in extremely clean condition cosmetically and are complete with all tubes, wavemagnets, suction cups, etc. Electrically, the Model 1600 works but needs some attention, the other one doesn't seem to work. Both have some hum. The Model 1600 is missing the plastic telescoping antenna tip.

I will sell these for \$70.00 each plus UPS or both for \$125.00 plus UPS

If interested please reply by e-mail.

73,

Michael Crestohl, KH6KD/W1
mc@shore.net

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: Bob Duckworth <rmd@ka4ybr.netmha.com>
Subject: GB neophyte seeks enlightenment. Pentagrid cathode
Message-ID: <199604291608.MAA00890@ka4ybr.netmha.com>

Yo! tube heads!

As a GB/VT neophyte I'm puzzled by the following tube deployment.

I found it in the Heath HW12 80m SSB TXR.

"VFO cathode follower" using a pentagrid converter and
the schematic shows NC (no connection) to the anode.
grids 1 and 3 are connected
grids 2 and 4 are connected
grid 5 and the cathode are connected
anode goes nowhere.

Could the tube heads shed some light on this?

An additional query involves class D AM transmitters.

I've seen these as commercial AM BCB.

Any examples HB or commercial in the HAM arena?

It seems one could generate a nice AM signal without the big modulation transformer. Cathode follower audio PWM > LPF > RF final.

And last of all, any suggestions as to how to generate a PWM signal from audio baseband without using too many tubes?

(pointers to working designs, welcome).

-bob

WB4MNF

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996

From: bward@scvnet.com (William J. Ward)

Subject: Hallicrafters FS

Message-ID: <199604291841.LAA09493@felix.scvnet.com>

The following items were listed yesterday on AOL under their Antique Radios For Sale. All are Hallicrafters.

CB-9 6 Channel cb - three available, complete and clean - \$50 ea

HD-1 Capacitance Decade - Good condition - \$25.

HT-18 VFO - 1947 very nice w/manual \$85.

HT-40 w/manual very clean \$90.

RD-2 Resistance Decade \$25.

Sky Champion - repainted case \$80.

S-20R nice \$80.

S-40 clean, complete \$70.

S-40A repainted, untested \$75.

S-40B w/manual, untested \$85.

S-41G skyrider jr. \$50.

S-53A \$75.

S-72 missing front cover \$35.

S-77A complete untested. \$70.

S-106 great shape \$45.

S-108 Very clean, \$100.

SX-24 not working w/speaker \$125.

SX-140 very nice \$75.

Hope I got them all correct.

Contact Rog42@aol.com for any info on the above items.

73 Bill

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: "Edward J. Zeranski" <ejz@nosc.mil>
Subject: Heath Help/RME part
Message-ID: <2.2.32.19960429171800.006b7e88@marlin.nosc.mil>

Last sunday I picked up a Heathkit HX-11 transmitter at Kobey's swapmeet in San Diego. Does anyone have any info, experience, or a pub on the little beast? As usual I'll pay copy and post fees.

At the same time I got an HQ-150 with speaker, big roll of RG-8, Hickock tubetester, RCA Voltohmist Jr., bag of asst. tubes, several pieces of EICO test equipment, various 100-150ma meters, stuff a bunch and the guy threw in a Halli 120. Not a bad deal for about a C note. The HQ-150 cleaned up and plays just great, nice sounding RX. The manual was mouse chewed but the alignment and schemo were un tasted. I don't know the reputation of the 150 but I like it.

There was a signal strength meter for an RME receiver among the misc. parts, movement mounted on a black plate with a wirewound pot etc. on the back and a four pin plug. If any RME fan can use it its yours for postage. There are still some asst. parts I haven't looked through and if anything else surfaces I'll post the find.

Ed Zeranski ejz@marlin.nosc.mil, work
ezeran@cris.com home
Wooden Boats, Tube Receivers, Rusty Old Trucks, The Good Stuff!

This is a private opinion or statement and is nobody's fault but mine. No person, employer, or govt. should try to take credit for it!

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: Jeffrey Herman <jherman@hawaii.edu>
Subject: Heavily edited notes from .swap / Contact sellers / Jeff KH2PZ
Message-ID: <Pine.SV4.3.91.960428204040.24906B-100000@uhunix2.its.Hawaii.Edu>

>From dennis_penn@bbs.fullcoll.edu Sun Apr 28 12:58:42 1996
Free HW-100 + shipping, but is only good for parts - no tubes - no case.

>From rhare@fab8.jer.intel.com

Harris RF590 0-30Mhz receivers. Very clean, used by the US Dept. of State at the local US Consulate here in Jerusalem until very recently. Side by side with my Yaesu FT-990, it beats it hands down in every way. 30dbm 3rd order intercept point, 100 memories, remote controlable, all filters installed. One of the best receivers ever made (imho, along with the Collins 851S-1A and Rohde & Schwartz EK-70).
I also have the matching exciters, pre-selectors, post selectors, Harris highspeed HF Modem (300-2400 baud) Harris 1.5KW amplifiers with PS units + more. All in very clean condx.

>From rsrolfne@atnet.net Sun Apr 28 16:53:09 HST 1996
For Sale: Superior Electric Co. "Powerstat". Its a self contained 2 KW, 15 Amp., 0 to 140 Volt out, 120 Volt in, 60 Hz, variable autotransformer. Weights 20 pounds. Excellent condition.
\$75, OBO, plus shipping

>From glittle@awod.com Sun Apr 28 16:58:49 HST 1996
I have a 51S1 that was demilitarized with a hammer to the front. I am looking for the dial trim (plastic), the meter and some other parts associated with the dial.
I am preparing to mold my own plastic parts if I cannot locate the original pieces.

>From royer1@ix.netcom.com Sun Apr 28 17:00:11 HST 1996
I have a collins 30L1 for sale for 550.00 it looks ok.

>From nielw@ix.netcom.com Sun Apr 28 17:00:28 HST 1996
FT-102 rack with Mackay 167-BY transmitter, National RCP receiver and homebrew power supply. This is a BIG rack. See November 1994 Electric Radio for a writeup on the transmitter and November 1995 Electric Radio for a writeup on the receiver (NC-100 Mystery Receiver).
\$300
HQ 129X. Not original case and is dirty. \$50
Viking II Transmitter. \$75
Eldico SSB-100A Transmitter. \$150
Call Robert Sisco, K5LYT, in Corpus Christi, TX at 1-512-992-9348 if

>From ellope@shasta.com Sun Apr 28 17:06:07 HST 1996
I would like to get one of the first receiver I ever had R-388. I am not a

>From cjohnson@aea14.k12.ia.us Sun Apr 28 17:08:00 HST 1996
I have a Drake MN-2000 Antenna tuner for sale. A few slight scratches on the top, front panel is mint. Works perfectly. \$225 plus shipping. Also an MN-4 tuner. same condition \$125 plus shipping.
consider trade for Swan 250-C or Drake TR-6.

>From brasshat@aol.com Sun Apr 28 17:08:05 HST 1996
Tube testers for Sale:

HICKOK Model 510X
HICKOK Model 550X

>From ceustaqu@farad.elee.calpoly.edu Sun Apr 28 17:08:50 HST 1996
Miss quoted the speaker type. WTB Collins 312-B3. If you have one for sale, let me know. Tnx. Cal.

>From kkush95403@aol.com Sun Apr 28 17:10:28 HST 1996
Will pay Top prices for unbuilt EICO, HeathKit or Knight Kits. Also if you have already built kits, email with what you want for them , we may be interested in them also....

>From liang@arc.ab.ca Sun Apr 28 17:12:39 HST 1996
One vintage military (U.S. Army Signal Corps)
RF signal generator for sale.
Model No. I-130-A Serial No. 1233
Made by Bendix Radio.
Frequency range: 100 - 155 MHz. (M.O or crystal)
Output level: 1 - 5 w/ adjustment
The unit has sockets for crystal,
meter, RF output, and power supply.
Tube complement: four 9003's and one 9002.
Unit is in good condition, though the cover
of the carrying case is missing.
\$20 plus shipping or best offer.

>From rsmall01@aol.com Sun Apr 28 17:13:37 HST 1996
Heath SB-10 Sideband Adapter for Apache: Some scratches on cabinet but will clean up nicely with fresh paint. Front panel in good condition. Knobs need cleaning..Innards are extremely clean..all original, no known mods. Without manual (but gettable from HI). Was working perfectly when last used 10 years ago. \$55 shipped to you door..

>From albornoz@ing.ula.ve Sun Apr 28 17:14:30 HST 1996
WANTED : Manuals for Hammarlund HQ180A Receiver. Willing to pay for copies. Please e-mail.

>From koteczka@magpage.com Sun Apr 28 17:16:40 HST 1996
For sale: Collins 51S1 (#1832) modified by LTV Aerospace for SAC use. Unit is in rack mountable case with LTV front panel - black with orange back lit lamps - impressive! Runs on 117v with lamps on 24v. Has 2.4kc and 800Hz filters. Looks and runs great - designed to be used upside down at 35,000 ft if necessary! \$625 shipped. Please

>From mountain@planet.net Sun Apr 28 17:16:53 HST 1996
I have two Hallicrafters shortwave recievers for sale.
I remember the S38 used to work. (15 yrs ago)
The S53 was bought at a garage sale about 18 years ago.

I dont think it ever worked.
Make an offer. You pay shipping.

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: "Snowden, Douglas" <DSNOWDEN@ncdc.noaa.gov>
Subject: Hello From Asheville, NC de N4IJ
Message-ID: <31847100@smtpgate.ncdc.noaa.gov>

Well, I signed off from Palm Bay, Fl and am now working in Asheville, NC. I am up here sans family, as the kids are still in school and we need to sell the house in Florida before buying up here. We just put in a new pool too! I had put up a new 60ft tower, remodeled the shack, etc. I haven't met any of the local ham population yet, but I'm sure I will eventually. Need to put 2m in the car so I can connect with the repeaters around here. Or maybe I'll put an ART-13 in the trunk with an R390 under the dash. Are there any BA outlets around here? Might be hard lugging them around these mountains though. My little Nissan does ok on these hills, but I can see a 4WD vehicle would be handy in the winter. I have been scoping out the housing situation around here, of course a prime consideration being good high trees for antennas and few neighbors for minimal TVI problems, an extra bedroom for the radio room, and a basement to store all the radio junk in. Gotta have room for those SP600s, 75A4s, etc. Hey Frank S., I want my 75A4 back! !not. Of course all of this has to coincide with the XYLs approval of house, location, etc....
Any of you Yankees tired of the cold and wanna move to my house in sunny Florida?
Again, one of the main points of this post was to say hi, and learn of any BA outlets in this area. All I've seen is Radio Shack!

73's Doug, N4IJ
dsnowden@ncdc.noaa.gov
N4IJ@aol.com

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: Nick England <nick@cs.unc.edu>
Subject: humor
Message-ID: <199604291826.0AA10218@altair.cs.unc.edu>

Someone found our local ham newsgroup (triangle.radio) and assuming it was about commercial broadcast stations, asked:
"What is your favorite radio station?"

I couldn't help myself and replied:
I'd have to say NA4G on 3579.545 KHz is

probably my favorite. The BoatAnchor Bob show starring Big Bertha and the Hartleys is always quite interesting.

John WB50AU added:

I'd agree. Bob ticklin' the wooden keys is a marvelous listen. ;-)

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: rdkeys@csemail.cropsci.ncsu.edu
Subject: Re: humor et boatanchorcetera
Message-ID: <9604292022.AA118190@csemail.cropsci.ncsu.edu>

TONGUE SLIGHTLY IN CHEEKIE 'ERE.....Non-humorists press <N> on yer mailer

>
> Someone found our local ham newsgroup (triangle.radio) and assuming
> it was about commercial broadcast stations, asked:
> "What is your favorite radio station?"
>
> I couldn't help myself and replied:
> I'd have to say NA4G on 3579.545 KHz is
> probably my favorite. The BoatAnchor Bob show starring
> Big Bertha and the Hartleys is always quite interesting.
>
> John WB50AU added:
> I'd agree. Bob ticklin' the wooden keys is a marvelous
> listen. ;-)
>
>

GAWSH.... BLUSH.....

Well, why don't you and John, not just sit idly by, but do CHIME in.....
It wouldst compliment ticklin' o' de ivories..... A fine T9X ring
is always great, but a slightly throaty T7 or less adds some character
to the performance.

The sweet cacophony of the show is always open to those who wouldst
ply yon symphonic waters, in the wee small hours..... The QRN be a
bit like Wagner's Valkyrie maidens in tune to Valhallah, whilst Thor
chases them vigorously across the stage (sky), and the QRM of course

be a bit like Mozart on the wooden box ticklin' de ivories, crossed
with a dash o' Heavy Metal Harpsichord.....

.....(:+\...\..... I could not resist the sound of that one.....

..... egads, Myrtle, wat be we a'startin' 'ere.....

Eine Kleine Nachtboatanchorus mit Gespitzensparken Globuggizieren Musik

....do pardon me daft deutsch!

hmmmmm, now that's a thought, hows about a real Morsum keyum made from
a dud piano ivory..... yup, I can see it now..... ``New artistic use
found for old piano keys''.... News at 11.

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: rdkeys@csemail.cropsci.ncsu.edu
Subject: Looking for fotos of real wwii ship radio installations
Message-ID: <9604292117.AA118286@csemail.cropsci.ncsu.edu>

Since we are drawing close to the 96 FD boatanchor run aboard the BB-55
and we are still looking for display items, it occured to me that it might
be good to look for any photographs of naval shipboard radio installations
from WWI through the WWII or Korean era. Does anyone have any photographs
of such installations that I could get an enlarged clear xerox of so that
it might be put on display aboard the ship? Anything from the navy is
appreciated, especially in ships of the line, and anything that particularly
shows ship gear in operation or clear presentation. Also, any naval
aircraft radio installation fotos would be nice, if available. We will
be having the RU/GF and ARC-5 gear and maybe the GO/TBW gear on display,
amongst other things. Thoughts or comments are appreciated. Leads on
xeroxes of good fotos are greaty appreciated. 73/ZUT DE NA4G/Bob UP

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: Kevin McDonald <kevin.mcdonald@tivoli.com>
Subject: Need Help BC-348, HQ-145
Message-ID: <31852BC6.3E65@tivoli.com>

HQ-145:

I have the schematic, but the value for the filter choke int the PS

is not listed and the original choke is missing.
Does anybody know the correct Henry value?
Does anybody have a choke they can part with?

Recently aquired BC-348-N SN 7341 (a new BA high for N model).
Unit lacks DM-28. There is a plate with large holes that look like they held bubber bushings.

The 'Panel Lights' control has been relabelled RF-Gain with a lousy looking mod and new pot. The 'Crystal' position is labelled 'noise blanker' with another lousy looking mod. The CW switch has a toggle switch in place.

There are no non-original extra holes drilled and the unit is straight and the base is also OK the whole unit is dirty with an area of mild corrosion on front.

The insides are not bad except for the mods and the worst factory wiring I have ever seen (Giant globs of solder - half inch leads sticking out of solder posts that were never clipped off etc.)

The frequency readout and bandswitch area is almost mint.

I think many might consider this a parts rig but I feel compelled to at least try to get the missing parts and see how far I can go.

Maybe there are some generous people out there in Boatanchor land with some 'goodies' that may make this a working unit someday...

Need:

Manual.

Schematic - a must have to get anywhere - not available on military web sight.

DM-28-? not sure what version - if I fail on this - possible remote PS
I have an HP23B with 275/300 volt switchable output?

Three round knobs for Lights, Crystall, and CW pos.

The original backend for the above controls - pots, wafer switches???

Any sources for internal pictures - especially of the dynamotor area.

Any help would be greatly appreciated.

Kevin McDonald N50JF

kevin.mcdonald@tivoli.com

h) 512-918-2482

w) 512-436-8442

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996

From: "David L. Thompson" <thompson@mindspring.com>

Subject: needs knobs for SB-10

Message-ID: <199604290430.AAA06569@borg.mindspring.com>

Gang,

I need two of the small aluminum knobs for the Heath SB-10. These are listed ad Part No. 462-61 knob- aluminum 9/16" dia.

Reply via E-mail.

73, Dave K4JRB

thompson@mindspring.com

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996

From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>

Subject: Pacemaker Revived - Sort of

Message-ID: <199604291651.LAA18146@dlep1.itg.ti.com>

Greetings;

Every now and again I tackle a project like this old "parts unit" Pacemaker that afterwards I wonder why. It was plagued with numerous little difficult to resolve problems and to add injury to insult it repeatedly shocked me. I do believe I found all points above chassis that have significant voltage on them.

I wouldn't knowingly want to buy anything that works so I picked up this Pacemaker from a parts rig list. It arrived mostly complete although, as promised, it was without cabinet, minus a couple of crystals and the relay was mangled. The front panel looked to be in fair to good condition, or at least would be after cleaning. It had been packed well, but UPS still managed to inflict some minor damage. Nevertheless, I was pleased.

Problems were as follows:

AC power switching contacts on front panel OPERATE switch vaporized: I may yet properly fix this but "temporarily" wired the unit permanently ON. This motivated me to put in a fuse along with a grounded line cord to replace the original one which had been snipped off. I carefully checked out the HV capacitors and HV wiring under the chassis before attempting to bring up just the power supply section of the Pacemaker. Only blew one fuse in the process. I missed one power resistor shorting to a voltage regulator, probably caused by shipping. BTW, somewhere before me had already replaced the electrolytics, so they were in good shape.

Mangled relay: The phenolic which moves the relay contacts had broken totally off and the contacts were badly mangled. After a couple of hours rebuilding the relay with ty-wraps and ty-wrap hold down pads, the relay was once again functional, although I had to come back to the relay a couple of more times while working on the Pacemaker.

Broken coupling to VFO tuning capacitor: Just getting to the coupling was a chore. First the VFO covers had to be removed, then the front panel had to be removed. Then I had to drill a couple of holes through the phenolic top board in the VFO to access the coupling shaft setscrews. After getting the coupling off I discovered that: 1) the coupling was dual sized - the VFO tuning capacitor shaft was something less than 1/4" diameter and 2) my junkbox couplings wouldn't work because the insulating material was too thick. I robbed Peter to pay Paul and took a 1/4" to 1/4" coupling from between the exciter tuning capacitors and, much to my amazement, found in my junkbox an appropriately sized adapter to convert to the smaller VFO shaft diameter. I improvised here - it was really a bushing with the proper ID for the shaft and 1/4" OD threads. I ground down one side of the bushing to allow the setscrew to get a grip. Picked up a suitable replacement coupling at Lawton, OK hamfest a couple of weeks ago to install in exciter tuning assembly.

Unsoldered connection internal to VFO: While inspecting the VFO since I had it apart, I discovered this. It was a single wire from a resistor to a tube socket. The contacts had never had any solder on them. I can just imagine some of the problems previous owners of this Pacemaker might have had with the VFO.

Intermittent bias resistor on HF crystal oscillator: This caused a couple of problems, one was an occasionally smoking cathode resistor and the other was erratic frequency shift of the HF oscillator. Masqueraded as intermittent tube socket contacts which no amount of contact cleaner could resolve. Removing the HF oscillator assembly was about as much fun as the VFO had been. Just removing the nuts holding it in place was a challenge which required snipping ground to some cabling and then loosening and deforming one of the under chassis shielding partitions. Needless to say, I didn't reinstall that nut since two other more accessible mounting points appeared to be sufficient.

Tuning adjustments on VFO needed insulation. While tracking down oscillator instability problems, I noticed that tapping one of the VFO phenolic adjustment shafts caused a slight shift in frequency. This turned out to be due to the little metal clip which contacts the slot in the VFO trim cap. Apparently, contact with that little extra chunk of metal added enough capacitance to cause discernible frequency shift. Tape went around both clips.

Broken ceramic LOAD switch: This appears to have resulted from shipment.

I still haven't fixed this as it works OK, as-is. I've been meaning to pick up some 24 hour epoxy, per BoatAnchor list members recommendations, and glue it back together.

Open contact on OPERATE switch controlling PA keying: After tracking this down it was easily resolved by bending the wiper slightly so as to maintain continual pressure. While the contact was open the PA was turned off in all modes.

Blew out 5R4: It turns out that the phasing channel balance control affects PA bias when badly misadjusted. I knew something bad was happening when the plate current meter was nearly pegged. I didn't realize that I needed to readjust the channel balance control to correct the problem. Instead I scrambled to unplug the power cord (since this Pacemaker no longer has a working ON/OFF switch). The fuse blew first. After replacing the fuse I discovered that the 5R4WGB had been killed - its filaments were open.

Trace on Tektronix 547 scope died: Haven't resolved this problem yet. Reverted to using my Tektronix 549 instead.

Trace on 549 bloomed: I'd observed this once a year or so ago and had hoped it wouldn't reoccur. It did, but only after several hours of scope operation.

Bad 12AT7 in balanced modulator: Carrier wouldn't completely balance even with front panel CARRIER BALANCE controls at extreme positions. "Borrowed" a couple of 12AT7's by same manufacturer from CE-20A awaiting work. Hickok 600A indicated that two of the four 12AT7's in Pacemaker had "poor" transconductance, while two from 20A were "very good". With the two "new" 12AT7's, carrier balanced nicely about mid-position on pots.

Poor 6BE6 mixer indicated by Hickok 600A. (Haven't verified that it caused a problem in circuit, though, because Pacemaker wasn't working when I put in a "new" 6BE6.)

Relearned to methodically set up phasing exciters: For some reason I thought I'd be able to adjust the Pacemaker by simply monitoring the RF output waveform. I couldn't get alternate sideband rejection until I methodically went through the phase shifting stages and adjusted everything individually, while monitoring the appropriate stages. (I've been down this road before.) The Pacemaker is particularly difficult to adjust in this regard, due to the fact that most of the controls have an extremely wide range of adjustment - far larger than needed to allow for circuit variances. The fact that the CHANNEL BALANCE control, as mentioned previously, can pull the bias voltage way out of adjustment exemplifies this set of problems.

Got the sh** shocked out of me: Turns out that the Pacemaker has 115 on the transmit light which is above chassis right next to the PHASE SHIFT pot.

Naturally, I was holding the chassis with my left hand and adjusting the pot with my right. I'm automatically very careful when working under chassis but, apparently, not so above chassis. I'm adjusting my process accordingly to preclude this sort of thing from happening again. The last time I took a shock like that was 24 years ago when I was working on a 5 kW Gates AM broadcast transmitter which, although turned OFF, had 220 volts on the interlock switches. On that occasion my left hand was on the chassis as well. Hmm..., seems like a pattern here... if I work with only one hand and always wear rubber soled shoes (which I do)...

This is my first Johnson transmitter and I'm not impressed. The chassis is devoid of reference designators - no stampings, no markings at all. A previous owner pencilled markings for some items, though. The VFO appears to be almost impossible to work on without completely disassembling it and the HF oscillator is difficult to work on. Some of the internal adjustments are hidden beneath other controls and the range of adjustment on controls is far greater than needed or desirable. And then there's the matter of the MIC jack being on the rear panel next to the CW KEY jack - I just don't understand the rationale for that. On the good side though, the Pacemaker appears ruggedly made and exhibits an abundance of drive on the higher bands rather than the wimpy drive some other rigs exhibit.

Glad to finally report that this old Pacemaker now appears to be alive and well, although I've not yet had it on the air. Frequency stability even appears to be very good now. I'm anxious to make some contacts with it and see what sort of reports I get. I hope that this Pacemaker at least sounds good like some of the other phasing rigs. Cosmetically, it's in fair to good condition with all original knobs, although most need the little white pointer inserts.

BTW, I still need a cabinet. The Pacemaker and Valiant used the same cabinet so if anyone has a parts rig with cabinet, let me know. Need two crystals: 500 kHz and 4 MHz. Also could use another one of the skirted 0-100 knobs for exciter or amplifier tuning, as one of mine is somewhat mangled. And, if anyone knows a source of dark brown paint for the front panel...

Regards,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com
Views expressed herein are no one's fault but mine.

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: Michael Neidich <neidich@hooked.net>
Subject: QST Microfilms: NYC Public Library
Message-ID: <31845846.4BA6@hooked.net>

Thought I'd mention that the New York Public Library has QST on microfilm for anyone to view and you can have prints made for a small charge. You have to go there. I don't recall how far back it goes, but definitely to WWII days, when there was a blackout on ham activity.
73, K2ENN/6

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: Michael Crestohl <mc@shore.net>
Subject: Question re: R-390 and R-390A current limiting resistors
Message-ID: <199604291916.PAA27058@northshore.shore.net>

Hello Wide Men (and Women) of Boatanchors.....
I'm sure that several of you will know this.....

The R-390 manual shows the current-limiting (ballast) resistor as a 3TF7

The R-390A manual shows the same part as a RT510.

Question - are these interchangeable? What is the correct number/

Thanks...

73,

Michael Crestohl, KH6KD

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: "Edward J. Zeranski" <ejz@nosc.mil>
Subject: RME(45) part again
Message-ID: <2.2.32.19960429205202.006dbb0c@marlin.nosc.mil>

In a previous post I mentioned an RME carrier meter that I'll send to a needy soul for postage. I forgot to say it was for an RME-45. Richard Post will get it for a museum he helps if nobody needs the meter. His idea was to give any '45 owners first shot.

Ed Zeranski ejz@marlin.nosc.mil, work
 ezeran@cris.com home
Wooden Boats, Tube Receivers, Rusty Old Trucks, The Good Stuff!

This is a private opinion or statement and is nobody's fault but mine. No

person, employer, or govt. should try to take credit for it!

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: Andy Wallace <wallace@mc.com>
Subject: S-38 colors
Message-ID: <9604291604.AA01389@taku>

----- Begin Included Message -----

Subject: Re: BA's Never seen

Mike... K6SQJ

p.s.: S-38 radios (except the E version) were Black Wrinkle finish.
The E came in Grey Hammertone or wood grain (ugh).

----- End Included Message -----

Actually, I have an S-38DM which is in the wood grain
finish! I don't think it looks bad...but I wouldn't have
a stick-on woodgrain stationwagon. <grin>

73,
--Andy
wallace@mc.com

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: pbock@melpar.esys.com (Paul H. Bock)
Subject: S-38 colors
Message-ID: <9604291617.AA21649@syseng1.se.melpar.esys.com>

>>Mike... K6SQJ

>>p.s.: S-38 radios (except the E version) were Black Wrinkle finish.
>>The E came in Grey Hammertone or wood grain (ugh).

>Actually, I have an S-38DM which is in the wood grain
>finish! I don't think it looks bad...but I wouldn't have
>a stick-on woodgrain stationwagon. <grin>

>--Andy

Mike is not 100% correct. My S-38D, purchased in 1955, had

a gray hammertone finish, the big sliderule dial with the silver paper behind the glass front, and black knobs (and I have the photo to prove it). My HS buddy, K4RBQ, also had one which looked the same, and ads from that time period clearly show the "D" in a gray case, not a black one.

Paul, K4MSG

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: Richard Post <POST@ouvaxa.cats.ohiou.edu>
Subject: Re:S-38 colors
Message-ID: <A2983ZWXICFHF*/R=OUVAXA/R=A1/U=POST/@MHS>

>Mike... K6SQJ

>p.s.: S-38 radios (except the E version) were Black Wrinkle finish.
>The E came in Grey Hammertone or wood grain (ugh).

Check the color of the S-38C and S-38D on the following web page:
<http://ouvaxa.cats.ohiou.edu/~post/PIX/BApg2.htm>
The grey metallic color for both is original.

Rich KB8TAD <rpost1@ohiou.edu>

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: Richard Post <POST@ouvaxa.cats.ohiou.edu>
Subject: Re:S-38 colors
Message-ID: <A3033ZWXIHKUQ*/R=OUVAXA/R=A1/U=POST/@MHS>

>color of the S-38C and S-38D on the following web page:
><http://ouvaxa.cats.ohiou.edu/~post/PIX/BApg2.htm>

Sorry, I dropped the end "L" off the html
correct URL is
<http://ouvaxa.cats.ohiou.edu/~post/PIX/BApg2.html>

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: michael@kc2kj.k2nesoft.com (Mike Sullivan)
Subject: SCR-299 MOBILE COMMUNICATIONS UNIT history
Message-ID: <199604290251.WAA19363@kc2kj.k2nesoft.com>

...found this and thought the gang would be interested....

SCR-299 MOBILE COMMUNICATIONS UNIT

The Signal Corps' SCR-299 is the best example of Yankee ingenuity before U.S. entry into World War II. The 299 was the civilian and military communications experts' effort to give a long-range communication advantage to the U.S. Army and its allies.

Military observers were unanimous that the success of modern, fast-moving "blitz" tactics was directly linked to how efficient armies' communications systems were. Up to 1940, communications by messenger, signal flags, telephone and other signal devices had been adequate to meet the challenge of the slower-moving military machinery.

However, Germany's initial successes in a highly mechanized form of warfare were attributed to their efficient and highly reliable communications system -- the lightning-like movements of their panzer divisions could be coordinated and timed for split-second action. These tactics produced an ever-changing battle line ranging over distances of many hundreds of miles.

Communications officers could see that if the United States became involved in the war, our army also would have to be equipped with modern communications to coordinate our combined ground, air, sea and armored forces -- none could function efficiently without the others' aid.

To meet these demands, a high-powered radio transmitter was required --capable of infallible voice communications over 100 miles; self-powered; sturdy enough to work in all conditions (cold North, hot South, jungle humidity or dry desert heat); flexible enough to cover a wide range of frequencies; and able to operate in motion or at fixed locations. It had to be entirely independent in its mobility-containing repair and replacement parts to ensure its continued operation on detached missions.

"Olmstead's Baby"

The problem to find, procure, test and field such a unit under all conditions -- and produce it in time to give our army what it needed --was the concern of Col. Roger Colton, chief of engineering and technical services at Fort Monmouth, N.J.

"Olmstead's Baby," as the project was called (after the Chief Signal Officer at the time), was to find commercial and military parts already produced and make them work together. Colton's program gathered commercially built transmitters with the necessary requirements for Signal Corps adaptation. Out of the various sets sent from U.S. vendors, and after considerable experimentation, Hallicrafters' Standard HT-4 transmitter was chosen as the desired radio's basis.

Production began in early spring 1942. The HT-4 -- designed for amateur use and commercially available for several years -- was compact and stable. It could deliver 325 watts of power on voice and 450 watts on code. It was crystal-controlled but provided optimal use of the master-oscillator power amplifier and was able to work over a wide range of frequencies.

The Signal Corps' requested changes were achieved by Hallicrafters' engineers working with Army technicians at Fort Monmouth. Adapting the transmitter to military use required incorporating minor changes, augmenting the basic unit with more electronic devices -- permitting the transmitter to handle a wider range of frequencies -- and standardizing control equipment.

Toughening the equipment

The engineers and techs strengthened the steel cabinets and shock-proofed individual units so they could withstand the terrific pounding they'd encounter in military vehicles. Cables, connectors and plugs were designed specially to permit the extreme flexibility of operations in motion.

Also, some component parts had to be treated specially to prevent the corrosion likely in some climates.

Other minor changes included adding several relays to permit automatic changeover of military-operations circuits. The engineers designed an overload relay system that proved to be completely chatter-proof. An ordinary relay would kick out when traveling over rough terrain; reset controls were placed on the unit's front panel and made readily accessible to operators.

Other improvements

A master oscillator was also designed which provided continuous coverage without a maze of crystals ground to the many frequencies required for military communications. A switch on the tuning unit controlled the changeover from crystal to master oscillator.

The antenna problem was met after much experimentation by designing a vertical whip some 35 feet long. To match the antenna to the transmitter's wide frequency ranges, a special antenna coupler was designed to allow accurate loading at any frequency the transmitter covered. Commercial engineers devised a continuously variable network which, when connected to the vertical, provided the necessary matching required.

The SCR-299's variety of replacement parts were packed uniformly and standardized for easy location.

After mechanical considerations were met and a layout adopted for the various units, the Signal Corps techs turned their attention to designing a suitable truck. A 1 1/2-ton capacity truck would be required, with a dual operation system for the two operators on duty at all times. Either of the operators would have complete control of receiving and transmitting equipment.

Also, another unit (trailer) was required to transport the gasoline generator that powered the transmitter, receivers and communications- truck lighting. The two units had to be separated so mechanical vibration as well as the generator's noise wouldn't interfere with communications.

Field telephones with plenty of cable were carried in each unit. They were used either as interphones or to control and modulate the transmitter from a remote point.

Vital links

The HT-4 transmitter's new version became known as the BC-610 transmitter. The receivers finally supplied were the BC-312 and BC-342, plus the BC-614 (speech amplifier), BC-729 (tuning unit) and BC-211 (frequency meter), along with the PE-95 (power unit). All these became part of the truck-and-trailer unit called the SCR-299 -- later better known as the "mobile communications unit."

The SCR-299 was part of the first equipment to land on the African shores and did yeoman duty during those hectic days when the fate of the United Nations' African campaign was in the

balance. For long periods it was the only means of communication linking Oran and England, Oran and Casablanca, Gibraltar, Algiers and Accra.

By this time our allies had heard of this famous equipment that gave such phenomenal results and, through Lend-Lease, gained many complete units. British generals Montgomery and Alexander used the SCR-299 to coordinate their successful efforts against the Germans in North Africa.

Gen. Dwight Eisenhower credited the SCR-299 in his successful reorganization of the American forces and final defeat of the Nazis at Kasserine Pass. In the invasion of Sicily and later Italy, the SCR-299 was used with telling results.

Though the original Signal Corps requirements were for communication points up to 100 miles, under favorable conditions these transmitters made and maintained contact over 2,300 miles of land and sea.

Without adequate communications, the Army's numerous divisions couldn't have been used to their fullest. World War II proved communications and split-second timing were crucial in overpowering Germany's panzer units. The SCR-299 provided the necessary answer to the Blitz.

PHOTO (BLACK & WHITE): Figure 31. Signal Corps soldiers attached to 8th Infantry Division make a splice south of Groszhau and Kleinhau In Hurtgen Forest, Germany, Jan. 28, 1945. Trucks Ilks this and trailers carried Corps equipment such as the SCR-299. The SCR-299 actually consisted of the BC-610 transmitter, BC-312 or BC-342 receivers, BC- 614 speech amplifier, BC-729 tuner, BC-211 frequency meter and PE- 95 power unit.

~

By Ted Wise Mr. Wise, curator of the Signal Corps' museum at Fort Gordon, Ga., has a bachelor's degree in graphic art/ art history from Cameron University and a graduate degree in museum studies from University of South Carolina.
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michaels@kc2kj.k2nesoft.com

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: Jim Dillon <beadgal@ptialaska.net>
Subject: Re: Slipping 2-C or anything!
Message-ID: <01BB35A4.74BEF180@juneau_146.dialups.ptialaska.net>

Hi Joe and all-

One of the great all-time Hints from Heloise Home BA remedies: Beeswax Works on slipping dial cords, slipping verniers, slipping brass. Anything. Or if more available (from stringed instrument shop): powdered rosin. Its even better than beeswax. Beeswax from notions dept. at variety store (Ben Franklin) or bead shop (ARC-5 ant wire insulators, dial cord, drum wire also).

You apply the beeswax by heating a small piece (microwave) and running a rough string of about diameter of slipping part through the gob. Then run the string into/through the slipping mechanism. Walla; no more slip. On things like slipping HQ-170 fine tune vernier, you have to work it in to mechanism (warmed up carefully). Great for edge driven dials like NC-183. Perfect for dial cords- rub it on.

100% natural and won't discolor dials.

Jim Dillon WL7CMQ beadgal@ptialaska.net
seeking S/SX-9, S-14, 8R40

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: Jim Dillon <beadgal@ptialaska.net>
Subject: Re: SX-73/SP-600 overload was:BA
Message-ID: <01BB353B.58160000@juneau_33.dialups.ptialaska.net>

Hi Chuck and R-274 wranglers-

Standard solution for i.f. overload in these rigs is to replace last = i.f. 6BA6 with a 6AH6 and connect a 10K resistor from the junction of R56 and = R57 to ground (proper bias). This is SP-600 #s. But they are the same = radio.

Definitely align i.f. with crystal on (selectivity pos.3). Then align = it again. And again. A crystal filter only does its stuff when you are = right on to the cycle or two. Or find a generator that can be run from = the radios very crystal, temporarily removed for the purpose. Hammarlund has you bite the bullet and find a = sweep gen that will FM 20kc either side of 455 and 3955 and hook up a = scope.

Probably easiest if you can find such a generator or kludge up a = wobulator.

Also get a supply of 6BE6 and every time you think something is wrong =
with the R-274 toss in another BE6 or two
Its a wonderful AM listening radio(s). Twirl that flywheel.....

Jim Dillon beadgal@ptialaska.net
WL7CMQ
(looking for a Hammarlund speaker and an HQ-150 to go with)

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: "Grant Youngman" <nq5t@gte.net>
Subject: Re: SX-73/SP-600 overload was:BA
Message-ID: <199604291237.HAA26869@uro.theporch.com>

> Standard solution for i.f. overload in these rigs is to replace last i.f.
> 6BA6 with a 6AH6 and connect a 10K resistor from the junction of R56 and R57 to
ground (proper bias). This is SP-600 #s. But they are the same radio.

There is both an upside and a downside to this very simple circuit
change.

UPSIDE -- yes, it definitely cures the distortion that sometimes
appears on very strong AM signals. I've been told that the cause of
this distortion is inadequate AVC drive, and the 6AH6 takes care of
the problem nicely. If you only want to run an SP600 on AM -- go for
it. A worthwhile and non-destructive improvement.

If you want to use the receiver on CW or with an external SSB
adapter (HC-10/SPC-10) -- you might want to sample the results
before buttoning the radio back up.

DOWNSIDE #1 -- I've found two problems in CW/SSB modes. First, for
reasons I've been unable to track down, installation of the 6AH6
results in significant BFO feedthrough into the AVC in my receiver.
As the internal BFO is tuned through zero-beat, up goes the S-meter
-- a problem non-existent in the stock circuit. The effect is to
desensitize the receiver. (Of course, if you leave the AVC off,
then it becomes a non-issue -- but an irritating nonissue,
nontheless).

DOWNSIDE #2 -- Operation of the SP600 with an HC-10 (or SPC-10) is
very smooth using the stock IF driver tube. Substituting the 6AH6
causes a significant increase in AVC pumping, and just doesn't play
well overall when combining the hard drive of the modified SP600 AVC
loop in the front half of the receiver with the HC-10 AVC loop in the
back half. It plays, but is better with the stock radio.

This month, I have the change in the radio. But I'm still thinking about it :-)

Grant/NQ5T

Grant Youngman / NQ5T
nq5t@gte.net
HTTP://home1.gte.net/nq5t/index.htm

Beautiful downtown Double Oak, TX

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: "Lahlum Ross" <ross_lahlum@msmail.wes.mot.com>
Subject: RE: SX-73/SP-600 overload was:BA
Message-ID: <9604291452.AA29173@kay.wes.mot.com>

Why not put an external step attenuator in front of the antenna input? You can switch in the right amount of attenuation when you need it, plus you can reduce IM distortion in the front end.

Ross KB9JJR

> Standard solution for i.f. overload in these rigs is to replace last i.f.
> 6BA6 with a 6AH6 and connect a 10K resistor from the junction of R56 and R57
to ground (proper bias). This is SP-600 #s. But they are the same radio.

There is both an upside and a downside to this very simple circuit change.
<snip>

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: knudsen@gvmail.ih.att.com
Subject: Re: SX-73/SP-600 overload was:BA
Message-ID: <9604291623.AA06713@bock.ih.att.com>

Just a warning about using sweep generators -- for AM work, their sweep rate of 60 or 120 Hz may be too fast to give a good picture of your RX's IF response.

I paid big bucks at a 'fest a couple eyars ago for a Wavetek sorry-state that only goes up to 100 KC or so, but can be made to sweep reeeeeealal slow. I finally got my value out of it when I did the HQ-180's 60 KC IF. Had to slow down the sweep rate to maybe 15 per second. If you run much faster the sharp CW peak and the sharp AM/SSB band edges just melt into the mush.

You can help by narrowing down the frequency range of the sweep to the minimum required. 20 KC either side is way too much when working on the narrower positions. And Hammarlund and most others have you align everything to the narrow setting anyway. 73, mike k aa9rg

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: launerb@crl.com (William H. Launer)
Subject: Re: SX-73/SP-600 overload was:BA
Message-ID: <v01520d05adaaeab579e7@[192.0.2.1]>

My SP-600-JX-17 has the following mod: a 5.5 k pot was placed on the front panel in place of the "Tuning Lock". It's connected between pin 7 of V9 (the first IF amp) and chassis ground via a shielded wire. The pot is bypassed to ground with a .01 mF ceramic cap. I don't know the origin of this mod, but it does produce some control over the if gain by biasing the tube, and reduces/eliminates IF strip overloading. The panel still says "Tuning Lock" and the knob is a small knurled metal knob (probably the original "Tuning Lock" knob).

73, Bill

Bill Launer
St. Charles, MO
launerb@crl.com
wb0cld@wb0cld.ampr.org [44.46.66.25]
qrp-l #279 qrp arci #3551

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: Cal Eustaquio N6KYR <ceustaqu@dot.w6bhz.calpoly.edu>
Subject: Re: SX100 Mk2 and Viking Ranger 1
Message-ID: <Pine.SUN.3.91.960429130638.19090A-100000@dot.w6bhz.calpoly.edu>

On Sat, 27 Apr 1996, Stephan Rashkin wrote:

> Well couple days ago I picked up a beautiful "you can almost eat off it"
> SX100 Mk2 from Lynn Stolz..other than the famous mechanical stability
> problems it works like a charm..Today came my Viking Ranger 1 from
> Steve Ellington and it also works like a charm..a lil maroon touch up

> along the bottom edge (toyota TM9 paint??) will spiff it up..meanwhile
> it polished up real nice..I have to replace a lamp holder behind the red
> jewel on the left side of the VFO (I wonder why it's not there??) it's
> the one above the sequence keyer..also have to figure if #51 bulbs
> are correct for the lights..anyone know for sure?

>

Steve:

I think that the #51's are o.k.(I think that these are the round globe
style lamps) however, #44's or #47's do just nicely. Congrats on finding
the find! May use my SX-100 and Ranger 2 together. Cal.

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996

From: "TOM N LAIRD 5-5777" <TL39597@deere.com>

Subject: Teletype parts

Message-ID: <DACDXX21.TL39597.835427130096120FDACDXX21@TCP30.DX.DEERE.COM>

Date: 04/29/96

From: TOM N LAIRD 5-5777

TL39597 - DACDXX21

To:

INTERNET - DACDXE01

Subject: Teletype parts

I've seen some interest lately for teletype stuff. Although I have no
interest in it myself, I know a local ham that has a whole garage full
of teletype parts. I called him and asked if he wanted me to put the
word out that he has this stuff for sale. He agreed, so here may be your
chance to get that little tiny gear that broke in your model 15.

Call or write to: Leo Williams K9MVJ
 105 W. 2nd
 Coal Valley, IL 61240 309-799-3359

73's & gud TTY'ing
Tom Laird WC9M
wc9m@usa.net

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: lstolz@tekelec.com (Lynn Stolz)
Subject: TRADE or BUY: 2nd Ed. Radio HB for 3rd Ed. Radio HB
Message-ID: <9604291418.AA26138@london.oh.tekelec.com>

As President Reagan was wont to say:
"Here we go again!"

I'm Looking to trade a second edition (1936) Radio Publications Handbook for a third edition (1937) Radio Handbook. The 3rd edition has the title "Frank C Jones Radio Handbook".

Anyone having a duplicate 3rd edition that needs a 2nd edition, I would like to hear from you. I'll even buy the 3rd edition outright.

Lynn Stolz, N8AJ -- lstolz@tekelec.com

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: Terry Burge <terrybu@netman.ENS.TEK.COM>
Subject: Vancouver,WA hamfest report
Message-ID: <9604292054.AA06470@netman.ENS.TEK.COM>

Gang,

First of all please accept my appology for including the list on my email to Jim for the Heathkit book. You know, one of those things you say 'oh no!' after you've done it.

Secondly, a little report on the little hamfest at Vancouver,WA this weekend. I picked up some things as you will see.

Hallicrafters SX-146 ham band receiver in good shape for \$35 (mine). Works pretty good!

Yaesu FTDX-401 not working, looks like some CB'er had it. \$50 (mine). Guess I'll see if I can fix something other than old BA receivers.

Ameco 2mtr transverter \$1/Ameco 6mter transverter w/transformer \$5 (needs work) (mine). Tube joby's.

Heathkit SB-102 Good shape with PWSP for \$125 not sold.

Heathkit SB-104 Basket case w/o PWSP for \$40 not sold.

Hallicrafters SR-150 nice condition/works for \$300 sold.
Yaesu FTDX-560? ?? sold.
Hallicrafters S-120 not working \$10 sold.
Drake T4X/R4/MS4/AC4 for \$300 not sold (looked good).
Drake T4XB/R4B/MS4/AC4 for around \$300 (looked good-same guy as above) not sold.
Hallicrafters S-20R poor to fair but was 'cleaned up' for \$100, not sold.
Drake R4C for \$225 looked good, not sold.
Heathkit HW-12 converted to 160m from 80m (documentation included QST article) for \$40, not sold.
Collins 75S-1 in 32S-3 case in poor shape (asked the guy what he wanted for it but he had just picked it up and wanted to find out what he had...darn)

And tailgaters: A guy had a PL-172 (ceramic, looks like an 8877) amp that worked from 2Mc to 30Mc, well built boatanchor (indeed) for \$250. Said it belonged to his dad (SK). I bought a couple of handbooks (50, 65) from him.

Terry
KI7M

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: Withers_Milton_0/nsih1_RICHARDSON/alcatel/US/Telemail/
alcanet@audopen.aud.alcatel.com
Subject: Re: Wazza CV-1693/GRC-129
Message-ID: <H00002290233180f@MHS>

I think that this may be the synthesiser that was used to control the R-1247/GRC-129 (a R-390A modified by Manson Labs). I saw one of these at the first Saturday sidewalk sale here in Dallas once. If I recall correctly, the asking price was \$200.

Milt
KC5LVC

milton_o_withers@aud.alcatel.com
marleny@flash.net

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: rsolomon@cctds.textron.com
Subject: WTB: Kepco CPS15-25M Manual

Message-ID: <9603298308.AA830807302@cctds.textron.com>

Looking for manual for Kepco CPS15-25M power supply I picked (!!) up this last weekend. For its size and weight it does qualify as a BA!!

Tnx, Dick, W1KSZ
rsolomon@cctds.textron.com

From boatanchors@theporch.com Mon Apr 29 12:38:25 1996
From: Michael Neidich <neidich@hooked.net>
Subject: WWII ELECTRONIC SURPLUS Index
Message-ID: <318457AA.1A6D@hooked.net>

Forgot to mention that I also have 14 page Index. It gives military designation number and a brief description as to what it is and what it was used for. Includes a cross index of VT vs. Commercial Tube types. Post Paid for \$19. email for address & terms.
73,
K2ENN/6

From boatanchors@theporch.com Mon Apr 29 18:26:02 1996
From: jproc@worldlinx.com
Subject: XFK Frequency Shift Keyer
Message-ID: <Chameleon.4.01.2.960429111822.jproc@>

Dear BAer's,

I have been studing the manual for the above RTTY keyer made by TMC. It appears that it will accept either a set of dry contacts for the keying input or Teletype equipment which produces a voltage output anywhere between 25 to 150 Vdc. Up to now, I was under the impression that all Teletype equipment only used current loops. Anyone in the group familiar with Teletype equipment that produces voltage output?

It appears that I must construct a current loop to voltage converter or install a suitable relay with a series resistor in the current loop and use dry contacts. Are there any pros or cons of using voltage keying or dry contact keying? What would be a suitable relay to use?

Regards,

Jerry Proc, VE3FAB
Radio Restoration Volunteer
HMCS Haida

E-mail: jproc@worldlinx.com
Toronto, Ontario
